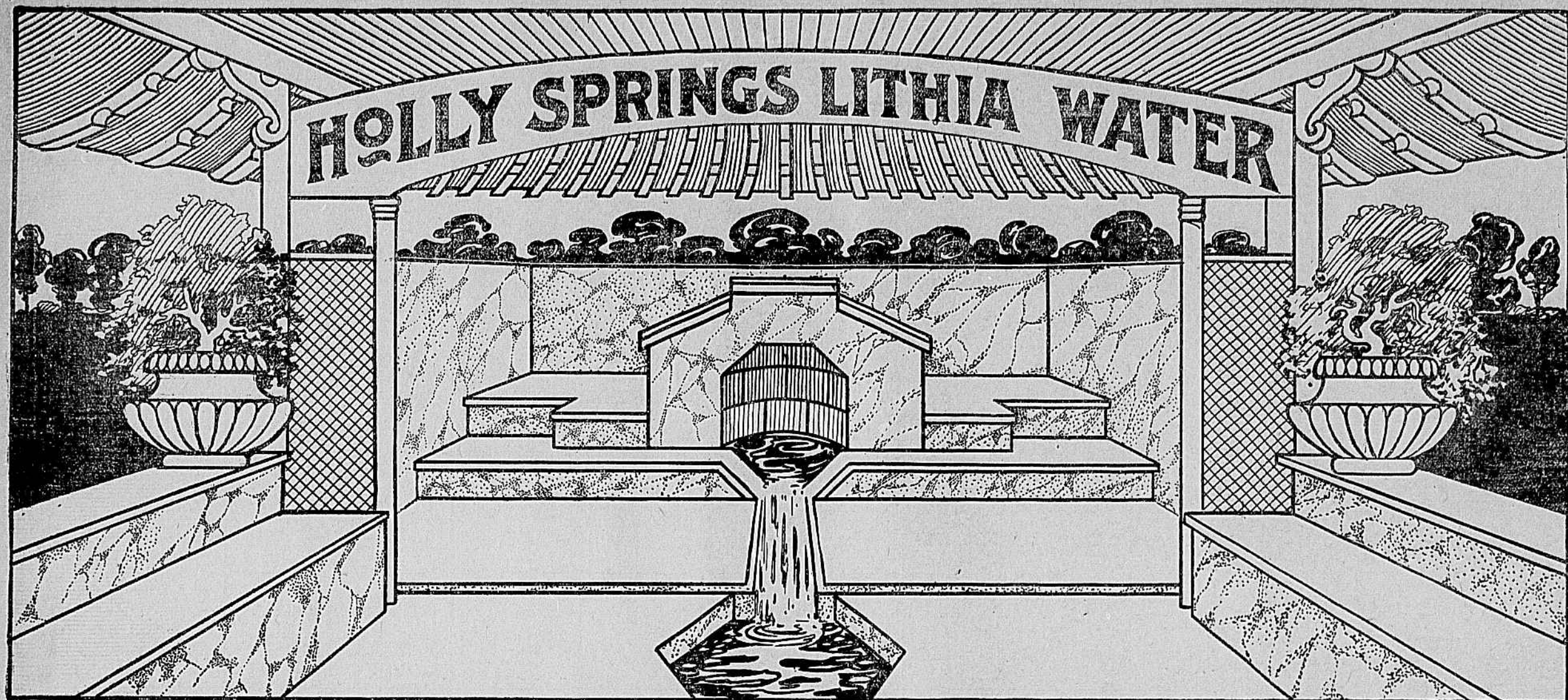


LIGHT --- SPARKLING --- REFRESHING --- PURE

HOLLY SPRINGS LITHIA WATER



AN EXACT PICTURE OF HOLLY SPRINGS, "BROAD ROCK" ROAD, CHESTERFIELD CO., VA.

...Endorsed by Scientists of World-Wide Reputation...

Absolute purity and freedom from organic matter. A table and medicinal water without a peer. Holly Springs Water is nature's own beverage.

NO NITRITES

GOOD TO THE LAST DROP

NO ALBUMENOID

Broad Rock Lithia Water, from Holly Springs is prescribed by physicians for Indigestion, Rheumatism and for all Stomach, Liver, Kidney and Bladder Troubles.

HOLLY LITHIA SPRINGS CO., Inc.,

Depot, 706 East Grace Street.

Springs, "Broad Rock" Road, Chesterfield County.

5 Gallons
25 Cents

PHONES:

Madison 6232 and 5621

5 Gallons
25 Cents

PHONES:

Madison 6231 and 5621

MORE GOOD ROADS DEMAND OF HOUR

(Continued from First Page.)

and to realize the advantages of good roads, and the impress for greater prosperity and easier locomotion they are making in the sections that are going ahead and building them.

"Bad roads are now looked upon as a deterrent to good living, and a menace to business interests in all lines. It is now a recognized fact that they cause a heavy loss to the farmers in the wear and tear of their horses and vehicles, and a heavy prospective loss, because the farmer cannot market his products with any degree of satisfaction, or get them to railroads over bad public highways. This is being demonstrated more and more every day, and it is having a convincing effect in educating the people to a united effort in favor of more substantial and lasting roads.

What Good Roads Mean.
Good public roads mean progress and prosperity—indeed, they are now the one highway to prosperity—and do more to put the populace in a good humor—and keep them so—and advance the feeling of brotherly love for humanity and better than any other instrumentally devised in decades. They make habitation along their borders desirable and much sought after.

"They make people straighten up and take notice; fix up and put good looks upon their surroundings. They produce pleasing environment. They increase the value of new houses, which they pass and the territory adjacent. They put neighbor in close touch with neighbor; move the schoolhouse and the pupil in closer proximity by the easy way the latter has of reaching the former; they have stimulated the building of new schoolhouses, and larger and more commodious buildings now occupy the places of the old wooden structures; the physician comes closer to the sick bed in cases of emergency in quick time. As a practical illustration of this, a doctor told me that on a new macadam road in Durham county, N. C. where it took him one hour and a half to reach a patient ten miles out from the city before the road was built, he now goes in fifty minutes with horse and buggy and from twenty-five to thirty minutes in his automobile. The higher the percentage of improved roads the more powerful is the factor in encouraging the settlement of unused lands. They are an incentive to building up the waste places and making neglected lands blossom as the rose." Good roads have a far-reaching influence in holding men to their homes and restraining them from the tendencies of dissatisfaction and drifting into towns or other places. Every now and then, in various parts of the South, there is an exodus of farmers and farm hands from given sections that makes it well-nigh impossible to secure sufficient help to harvest the crops. The country needs these people—needs more industry and thrift on the broad, unutilized acres that only await the husbandman's toil. Those who move about and become restless are needed on the farms, and would stay there were there more good roads to make farm life more attractive. The price of land depends as much on accessibility to market as on productivity. It follows, then, that by good road improvement you hold the more or less discouraged people, and attracting others, it directly tends toward increasing the

values of all farm lands within touch of the improved highway.

Practical Results.
"I can cite practical results of good road building which are being demonstrated daily in the county of Durham, North Carolina, which now has eighty miles of as fine macadam roads as will be found in the United States. They have been known to have increased the value of land as much as 50 per cent, and in some instances a great deal more. One instance of their beneficial, developing, progressive effects, land six miles out from the city of Durham that two years ago sold for \$10 per acre—now on one of the fine macadam roads of the county—cannot be bought for \$100 per acre. The prices of old ones, and an air of thrift and enterprise is exhibiting itself all along the line. People are coming together, and a more cheerful spirit is pervading the sections traversed by these good roads. Commercially and socially they are the great uplifters that have taken hold of communities in ages. It is shown that in States where the average price of land is less than \$20 an acre the percentage of improved roads is only 1.8, whereas in States where the average value is more than \$20 the average of improved roads is 9 per cent. of the total acreage. The facts as set forth above should be convincing arguments to the good roads skeptics. It is a self-evident fact that the farmer's surplus produce is almost useless unless it can be placed on the market easily, with as little cost and trouble to him as possible. Look at England, that now boasts such magnificent roads! Time was in that country when food would be rotting in one place while people suffered for the lack of it in a community a few miles away because it was impossible to transport the products of the farms. In the countries of Europe, where well-nigh perfect roads are the pride of the citizens and the envy and admiration of visiting Americans, most jealous care is constantly given. A careful day by day inspection is made, and every depression is quickly filled and all inequalities rolled or tamped. So guarded are they of their highways. They know the value of them and the influence they are having upon the people to make them cheerful, happy and prosperous.

Road Building.
"How to get good roads—build them! That is an important question. Shall communities pay as they go; levy taxes, or issue bonds? This phase of the matter confronts every county that desires rural improvement. Some oppose taxation and favor bonds. By taxation the work is done and it is all over—no bonds with interest accumulating year by year. There is no financial aftermath about it, with its attending expenses and difficulties. The increased value in lands, now improvements and influx of residents, along good highways, increases the amount of taxes collected, and the tax idea presents to the minds of many the most feasible way to make road improvements. This is the best way for rich towns, cities or counties. In country communities not so well situated, or so wealthy, a bond issue is the most feasible way, because the taxable property in poorer counties will not raise a sufficient amount, and the burden will thereby be heavier than by a bond issue. The question, however, finally resolves itself into whether the people are sufficiently aroused to the point of having good roads, and are willing to assume the cost and responsibility of building them, and that will determine what course they will pursue.

"For permanency in road building the macadam system has so far proven the most beneficial and lasting for the Piedmont section of the South. This is the grading of the roadbed and using crushed rock in its various forms—from a larger size first, to smaller, until it is top-dressed with the finer particles of stone and then rolled. Recently it has been discovered that good roads can be made from what is called clay-sand at an expense of from \$300 to \$400 per mile. These roads have not been made sufficiently long enough in time to test their lasting qualities. "They are made from suitable clay, found in certain quarters, as you would select that suitable for brick. This clay is mixed with sand or fine gravel and spread over the roadbed and then rolled to a smooth surface. If this proves practicable it will bring road building within the reach of the poorest county in financial affairs. So we are living and learning road building in the South in a progressive way.

How Durham Built Good Roads.
"Durham county is one of the wealthiest counties in North Carolina. It has built eighty miles of fine roads—leading out in every direction from the city of Durham to the border county lines—and they are paid for—no bonds or debts for this purpose upon coming generations. It was done by taxation, the tax now being only 10 and a fraction cents on the \$100 valuation. A county with less taxable property could not do this with the same satisfaction; but one exceeding its really wealth could do better—build more roads. The people of Durham, having seen the beneficial effects of substantial roads and felt the quickening impulse they have given commercial progress, are not raising a murmur over the taxes, and from every section of the county people are now anxious for the building of more roads through their territory. The roads in Durham county are built at a cost of \$4,500 a mile. Grading has much to do with the construction of good roads—it is the heaviest expense. Of course, if there is not much heavy grading or deep fills the cost will be lessened.

"The building of macadam roads, among other advantages, give the farmers along the line an opportunity to clean the rock off their lands, and affords them some source of revenue not otherwise obtained; and the good road passing his farm gives him the opportunity to haul good loads, and thus their beneficial effects works their way into increased prosperity to all concerned.

"It is clearly shown by facts, figures and practical construction that good roads are the greatest uplift the people of the South have had since the 'late unpleasantness' forty-five years ago.

Will the Government Come In?
"I believe, with H. B. Varner, of North Carolina, in a paper before the State Press Association on good roads, that the time is at hand when the government will hit upon some plan whereby it may co-operate with the State and the State with the county in the work. It has been argued that it is unconstitutional. Why should it be more so than the expenditure of money for river and harbor improvements, which often take the form of a private enterprise. As a matter of fact, it has been shown conclusively in Congress that so far from being unconstitutional, the government, in its very beginning began the construction of good roads, and expended more than \$7,000,000 on the old Cumberland Road from Maryland to St. Louis, a distance of 700 miles, and the work was only abandoned because there arose a question of authority and responsibility as to who should maintain and repair the

Chatham, Va.

On Main Line of
Southern Railway



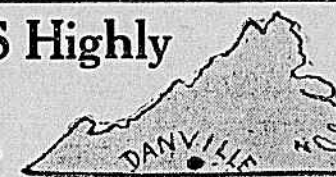
With water power in gigantic quantities and raw materials in vast quantities ready for the mill and factory, seeks new capital and trained manufacturers.

To such, men of sufficient means will co-operate with in building factories in half dozen paying lines. You are invited to correspond with

CHATHAM BOARD OF TRADE,

J. HUR. WHITEHEAD, President.
J. LAWSON CARTER, Vice-President.
FRANK MARSHALL, Secretary and Treas.

DANVILLE'S Highly Developed Water Power



The city of Danville holds forth more inducements to manufacturers than any town in Virginia. Its water power along Dan River has been so well developed that electricity can be furnished at a price lower than elsewhere in the South.

Also, factory sites can be had at a nominal cost. The greatest loose leaf tobacco market in the world. Write to

The Commercial Association of Danville, Va.

A. B. CARRINGTON, President;
L. HERMAN, Vice-President;
W. A. MOORMAN, Secretary and Treasurer.

FINEST WATER POWER IN VIRGINIA At Brookneal, Va.

Where Virginian Railway crosses the Norfolk and Western Road. A cheap freight rates on coal, lumber, etc., as any Virginia city—cheaper than nine-tenths of the towns. With tremendous water power in two rivers, with raw material in abundance, and in the midst of a superb farming section, Brookneal is an ideal location for manufacturing enterprises.

Pulp Mills, Furniture Factories, Wagon, Spoke and Handle and Box Factories, House Furnishing and Excelsior Factories, and many other Wood-Working Factories are wanted, and great inducements are offered.

Also, Flour Mills, Knitting Mills, Shirt and Overall Factories will pay big dividends. Address

BUSINESS MEN'S ASSOCIATION OF BROOKNEAL.

E. R. MONROE, President. R. D. WILLIAMS, Secretary.

road, the States or the Federal government.

"What does the government do for the farmer? We spend millions annually on the army, a dead loss, though doubtless necessary; we spend some hundred millions on the navy; have spent a half-billion on river and harbor improvements. During ten years we spent more than \$5,000,000,000, of which about \$47,000,000 went to the Agricultural Department, but not a dollar for the promotion of good roads, a common blessing for all people. During fifty years in all the vast sum our government has disbursed for one thing and another, not a dollar has been appropriated for roads. And yet

the farmers of the country compose the bulk of population, and last year contributed to the national wealth some \$8,000,000,000. The one-horse farmer around behind the mill miles from town forms the foundation of the nation, and what has the government done for him? Nothing. The burden is upon him, he foots the bills, and the government takes his money and spends it on everything under the sun by the millions, on everything but on what affects him mostly—roads."

IN JOBBING CIRCLES.

Richmond Wholesalers Continue to Rejoice Over Good Business and Activity. All of the Richmond jobbers, those

Lawrenceville, Virginia



Water Works & Sewerage Franchise for Sale

The Town Council of Lawrenceville, Va., offer for sale Water Works and Sewerage Franchise. It is a great opportunity for builders of such systems. Bidders should write quick for full information.

Also, this progressive town wants a live real estate agent. A man with experience will find ample financial and other help in establishing himself.

LAWRENCEVILLE BOARD OF TRADE.

W. S. PEEBLES, President. W. A. TROTTER, Jr., Treasurer.
MARVIN SMITH, Vice-Pres. CHAS. A. BARROW, Secretary.

Keysville, Va. Wants:



Buggy Factories, Wagon Factories, Furniture Factories, Box Shook Factories, Spoke and Handle Factories, and all other kinds of wood-working factories.

The finest clay obtainable for making brick—fire and building brick—the best of tiling, etc.

Located at junction of two branches Southern Railway. Write quick to

BOARD OF TRADE OF KEYSVILLE, VA.

W. E. HALEY, President. I. F. HANMER, Vice-President.
H. D. PETERS, Secretary. A. B. HANMER, Treasurer.

CROZET, VA. A Live Town



In one of the richest farming and fruit-growing regions in America. The home of Albemarle Pippins and Winesap Apples. Rich fruit land at only \$40 per acre that would cost \$200 in the West.

Crozet Board of Trade.

RUSSELL BARGAMIN, Pres. R. E. WAYLAND, Treasurer.
DR. W. F. CARTER, Vice-Pres. WALTER WHATELY, Sec. & Treas.

who deal in shoes, dry goods, millinery, hats, groceries, country produce, drugs, hardware, etc., have had a busy week. All of them report good business; business that grows as the days go by. There has been especial activity among the shoe men and the dry goods and notion and millinery dealers. The conviction grows that Richmond is becoming more and more the Southern emporium for these goods.

The grocery men also report business decidedly more active and the drug and hardware people say they have no complaints to make. On the contrary, they have much to rejoice about.

From the traveling men, who are now covering every section of the South and Southwest, there come cheering reports of the condition of trade generally and the growing disposition of the retailers to look to Richmond for their supplies. All of these men are sending in fat orders for immediate, as well as for future shipment.

Atlantic Deep Waterways Association and Presidential Visit.
Norfolk, Va., November 17-20.
\$3.50—Round Trip—\$3.50.
Via C. & O. Railway.
For above occasion, the Chesapeake and Ohio Railway will sell tickets, Richmond to Norfolk and return, November 18 to 19, inclusive, with final limit of November 22, at rate of \$3.50.